
寄件者: Otto Kan [REDACTED]
寄件日期: 2026年03月10日星期二 16:22
收件者: tpbpd/PLAND
副本: Chi Keong FUNG/PLAND; Andrea Wing Yin YAN/PLAND; Ivan Sze Yuet FUNG/PLAND;
Kenneth To; Pauline Lam
主旨: RE: Planning Application No. Y/FSS/20 - Submission of FI (4) [Supersede]
附件: 20260310_Y_FSS_20_FI (4)_Final (updated).pdf
類別: Internet Email

[This letter supersedes our letter dated 10 March 2026 ref.: S3165/Sime/25/008Lg]

Dear Sir/Madam,

Reference is made to the captioned S12A Application.

On behalf of Applicant, we submit herewith the Further Information (FI) No. 4 to address comments received.

We would highly appreciate it if this application could be considered by the TPB as soon as practicable.

Thank you for your kind attention.

Best regards,

Otto Kan
Town Planner

KTA Planning Limited

[REDACTED]

By Email

Our Ref: S3165/Sime/25/009Lg

10 March 2026

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sir/Madam,

**Proposed EV Mobility City with Ancillary Staff Quarters and
Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling
(Application No. Y/FSS/20)**

- Further Information No. 4 -

[This letter supersedes our letter dated 10 March 2026 ref.: S3165/Sime/25/008Lg]

Reference is made to the captioned S12A Application submitted to the Town Planning Board ("TPB") on 20 August 2025 and the departmental comments from Fanling, Sheung Shui & Yuen Long East District Planning Office in February 2026.

In response to the departmental comments received, Further Information ("FI") No. 4 has been prepared. This FI submission consists of:

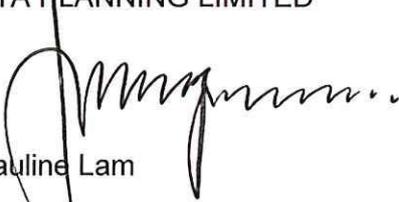
Responses-to-Comments Table
Annex A – Alternative Development Scheme

We would highly appreciate it if this application could be considered by the TPB as soon as practicable.

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or Ms Pauline Lam at [REDACTED] or Mr Otto Kan at [REDACTED].

Thank you for your kind attention.

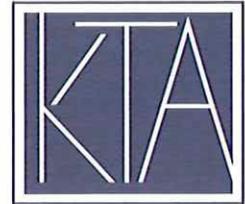
Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Pauline Lam

Encl. Responses-to-Comments Table with Annex A

cc. DPO/FSYLE – Mr C.K. FUNG & Ms Andrea Yan
the Applicant & Team

PL/OK/vy



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**S.12A Amendment of Plan Application
Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling**

(Application No. Y/FSS/20)

Comments	Responses
Comments from Fanling, Sheung Shui & Yuen Long East District Planning Office, Planning Department (Contact Person: Ms. Andrea YAN; Tel: 3168 4049)	
<p>1. In support of the applicant’s proposal for a non-domestic PR of 5 as stipulated in the proposed Notes for the “OU(I&T)” zone, please provide indicative drawings for a proposed development solely for non-domestic use and illustrate whether such proposal will cause any adverse impact;</p>	<p>An alternative development scheme, illustrating the scenario of a solely non-domestic development, has been prepared at Annex A. As indicated in the respective technical assessments and the elaborations below, from technical perspectives, no adverse impact is anticipated for the scenario of alternative development scheme. Details as follows:</p> <p>Environmental</p> <p><u>Noise</u> Same as the Current Scheme, the Proposed Development, which mainly focuses on clean energy and EV, as well as R&D works, is non-polluting in nature. Noise generating activities, if any, would be located within the enclosed area of the building and positioned away from any noise sensitive receivers (especially the future public housing development at nearby Fanling Area 48) as far as possible. Also, there will be no noisy operations during night-time period (i.e. 23:00 to 07:00). Moreover, the Proposed Development (including work bays and pre-delivery inspection spaces) is not expected to induce any significant noise impact, as the activities involved are only limited to sales, repair/ maintenance, testing and laboratory studies of EVs. In other words, there will be no noise-intensive processes, such as assembly or manufacturing. Regarding the car ramp, appropriate mitigation measures and building design (including but not limited to an enclosed vehicular ramp) will be considered during the next stage of detailed design if found necessary by the relevant Government departments. Therefore, it is anticipated that no adverse fixed noise impact will be generated by the alternative scheme on the surrounding NSRs.</p>

Comments	Responses
	<p><u><i>Air Quality</i></u> Same as the Current Scheme, there is no industrial chimney induced from the alternative scheme and there will not be any industrial activities which involve certain polluting industrial processes classified as “specified processes” under Air Pollution Control Ordinance, Cap. 311. No adverse air quality impact on surrounding air sensitive uses is anticipated during its operation.</p> <p>Drainage & Sewerage</p> <p><u><i>Drainage</i></u> The amount of surface runoff generated from the alternative scheme and flow regime will remain unchanged. Therefore, it is anticipated that there is no adverse impact on the existing drainage pipe receiving runoff from the site.</p> <p><u><i>Sewerage</i></u> The estimated discharge flow rate of the alternative scheme (approx. 287.6 m³/day) will be slightly lower than that of the current scheme (approx. 297.7 m³/day), representing a slight reduction of approx. 10.1 m³ per day. In this regard, the conclusions of the SIA are deemed applicable to the alternative scheme, and thus no adverse impact on the existing sewerage system will be induced.</p> <p>Traffic</p> <p><u><i>j) Difference in Traffic Generation / Attraction</i></u> Traffic generated by the alternative scheme is estimated using the same methodology detailed in the TIA dated 17th December 2025 (hereinafter “the TIA”), and is summarized in Table T1.</p>

Comments	Responses																																																																							
	<p>TABLE T1 ESTIMATED TRAFFIC GENERATION FOR THE ALTERNATIVE SCHEME</p> <table border="1"> <thead> <tr> <th rowspan="3">Use</th> <th rowspan="3">Parameters</th> <th colspan="4">Traffic Generation (pcu/hr)</th> </tr> <tr> <th colspan="2">AM Peak Hour</th> <th colspan="2">PM Peak Hour</th> </tr> <tr> <th>Gen.</th> <th>Att.</th> <th>Gen.</th> <th>Att.</th> </tr> </thead> <tbody> <tr> <td>C/S/TC/AAO</td> <td>2,340 m²</td> <td>6</td> <td>8</td> <td>5</td> <td>4</td> </tr> <tr> <td>EV-Business Related</td> <td>21,060 m²</td> <td>9</td> <td>35</td> <td>42</td> <td>32</td> </tr> <tr> <td colspan="2" style="text-align: center;">TOTAL</td> <td>15</td> <td>43</td> <td>47</td> <td>36</td> </tr> <tr> <td colspan="2"></td> <td colspan="2" style="text-align: center;">58 (2-way)</td> <td colspan="2" style="text-align: center;">83 (2-way)</td> </tr> </tbody> </table> <p>C/S/TC/AAO - Conference / Seminars / Training Course / Administration & Accounting Office Gen. – Generation Att. - Attraction</p> <p>Table T2 compares the total traffic generation between the Current Scheme (as presented in the TIA) and the Alternative Scheme.</p> <p>TABLE T2 COMPARISON ON TRAFFIC GENERATIONS BETWEEN THE CURRENT SCHEME AND THE ALTERNATIVE SCHEME</p> <table border="1"> <thead> <tr> <th rowspan="3">Scheme</th> <th colspan="4">Total Traffic Generation (pcu/hr)</th> </tr> <tr> <th colspan="2">AM Peak Hour</th> <th colspan="2">PM Peak Hour</th> </tr> <tr> <th>Gen.</th> <th>Att.</th> <th>Gen.</th> <th>Att.</th> </tr> </thead> <tbody> <tr> <td>Current Scheme [a] (from Table 3.9 of the TIA)</td> <td>22</td> <td>38</td> <td>37</td> <td>30</td> </tr> <tr> <td>Alternative Scheme [b] (from Table T1 above)</td> <td>15</td> <td>43</td> <td>47</td> <td>36</td> </tr> <tr> <td>DIFFERENCE [b] – [a]</td> <td>-7</td> <td>+5</td> <td>+10</td> <td>+6</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">-2 (2-way)</td> <td colspan="2" style="text-align: center;">+16 (2-way)</td> </tr> </tbody> </table> <p>Gen. – Generation Att. - Attraction</p> <p>Table T2 shows the following:</p> <ul style="list-style-type: none"> • During the AM peak hour, compared to the Current Scheme, the Alternative Scheme is expected to generate less traffic, i.e., -7 pcu. Within the same peak hour, compared to the Current Scheme, +5 pcu will be attracted, which is negligible compared to the traffic flows in the surrounding road network. • During the PM peak hour, compared to the Current Scheme, the Alternative Scheme is expected to generate +10 pcu, and attract +6 pcu, 	Use	Parameters	Traffic Generation (pcu/hr)				AM Peak Hour		PM Peak Hour		Gen.	Att.	Gen.	Att.	C/S/TC/AAO	2,340 m ²	6	8	5	4	EV-Business Related	21,060 m ²	9	35	42	32	TOTAL		15	43	47	36			58 (2-way)		83 (2-way)		Scheme	Total Traffic Generation (pcu/hr)				AM Peak Hour		PM Peak Hour		Gen.	Att.	Gen.	Att.	Current Scheme [a] (from Table 3.9 of the TIA)	22	38	37	30	Alternative Scheme [b] (from Table T1 above)	15	43	47	36	DIFFERENCE [b] – [a]	-7	+5	+10	+6		-2 (2-way)		+16 (2-way)	
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Comments	Responses
	<p>which are both negligible compared to the traffic flows in the surrounding road network.</p> <p>The difference in traffic generation / attraction between the Current Scheme and the Alternative Scheme is opined minimal; thus, the analyzed junctions and road links presented in the TIA are expected to continue to operate with similar operation condition comparing with the Current Scheme.</p> <p><i>ii) Provision of Internal Transport Facilities</i> Internal transport facilities provided for the Proposed EV Mobility City will continue to comply with the recommendation under HKPSG. Should the Alternative Scheme be adopted, internal transport facilities will also be provided based on the development parameters and in accordance to the recommendation of the HKPSG.</p> <p><i>iii) Conclusion</i> Both Current Scheme and Alternative Scheme are acceptable from traffic engineering point of view.</p> <p>Visual As compared to the current scheme (a composite development), the alternative scheme features a significantly lower building height at about +72.25mPD. In this regard, it is envisaged that the alternative scheme will bring even a lesser visual impact and that no significant visual impact will be resulted.</p>
<p>2. Please provide justifications on the need and scale for a domestic PR of 1.5 for the proposed development;</p>	<p>Envisioned as a modern regional hub for the Greater China Region and an anchor for EV development, the Proposed EV Mobility City will embrace the emerging concept of "Work, Live, Play, Learn". It is thus imperative for the Proposed Development to provide ancillary accommodation for the resident and local staffs, other employees of the Applicant and its parent company, as well as talents and affiliated personnel working/visiting the EV Mobility City. In this regard, a domestic PR of 1.5 (amounting to 30% of total PR/GFA) is proposed under the current proposal.</p> <p>As stated in Para. 3.2.2 and 7.2.5 of SPS, there are staff populations of about 1,000 from the Applicant's company in Hong Kong and about 23,800 from its parent group in southeast Asia region. The proposed scale of domestic</p>

Comments	Responses
	<p>portion accommodating about 414 population is reasonable, and it is proportional to the estimated workforce of about 440 for operation of the Proposed Development. Regarding the Talent Accommodation, as the proposal is still in an early stage, it would be premature to quantify the precise demand for Talent Accommodation. Nevertheless, given the emerging concept of "Work, Live, Play, Learn" culture and abundant I&T collaboration opportunities within Northern Metropolis, it is anticipated that the actual requirement would well exceed the proposed 90 nos. unit. Having considered the above, the domestic PR of 1.5 sought is thus reasonable and fully justified by the genuine demand generated from the Applicant and its parent company. Through provision of these on-site accommodations, it could reduce the travelling needs and offer convenience to the staffs and researchers, thereby enhancing the operational efficiency and supporting the Proposed Development's role as a regional hub.</p> <p>Nonetheless, it should be noted that the proposed domestic PR of 1.5 is intended to allow sufficient planning flexibility to cater for the ever-changing circumstances and meeting long-term development need, without compromising the planning intention of the proposed "OU(I&T)" zone. The proposed development mix of domestic/non-domestic portions and the ratio of staff quarters to talent accommodation will be subject to further review and adjustment in future taking into account the operational need and actual demand (e.g. reserving more floorspace in podium portion for I&T development).</p>
<p>3. Please advise the site coverage of the current indicative scheme;</p>	<p>The site coverage of current indicative scheme is approx. 58% (including car ramp).</p>
<p>4. According to paragraph 5.4.3 of the TIA, among others, 63 parking spaces for private car and 86 parking spaces for LGV/light bus/taxi/private car will be provided within the site. Please explain why private cars are included in the 86 parking spaces; and</p>	<p>The 86 nos. of parking spaces in question are derived based on HKPSG's requirement for "Vehicle Repair Workshops" (HKPSG Chapter 12), which also serve as working bay (shared-use for LGV/light bus/taxi/private car) for EV-related business.</p> <p>As the exact type of vehicles to be serviced is yet to be determined at this stage, to ensure flexibility, these spaces are proposed to be "shared-use" with a dimension of 8.0m (L) x 3.5m (W) x minimum 3.8m (H) that are able to accommodate LGV, light bus, taxi, and private cars. Nevertheless, the</p>

Comments	Responses
	<p>number, dimension and type of parking spaces will be further refined in the detail design stage.</p>
<p>5. Please provide details of the proposed traffic improvement scheme, and clarify whether such works will be carried out by the applicant and will be completed prior to the operation of the proposed residential development.</p>	<p>As detailed in Figure 4.4 of TIA, the proposed traffic improvement works involve road-widening of a section of Pak Wo Road (Northbound) from a 2-lane carriageway to a 3-lane carriageway of about 11m in width. The existing Pak Wo Road (Southbound) will be shifted slightly to the east, with sections widened to about 5.6m in width. Slope modification works would also be required, and relevant Government departments have been consulted during circulation of this Application.</p> <p>The proposed improvement works will be subject to further discussion and agreement with relevant Government departments (such as TD or HyD) on the detailed development programme, following the approval of the current Application. Should the Project Proponent be required to implement these improvement works to facilitate the Proposed Development, the works will be implemented at the Project Proponent's expense prior to the operation of the Proposed Development .</p>

Encl.

Annex A - Alternative Development Scheme

Compiled by: KTA

Date: 10 March 2026

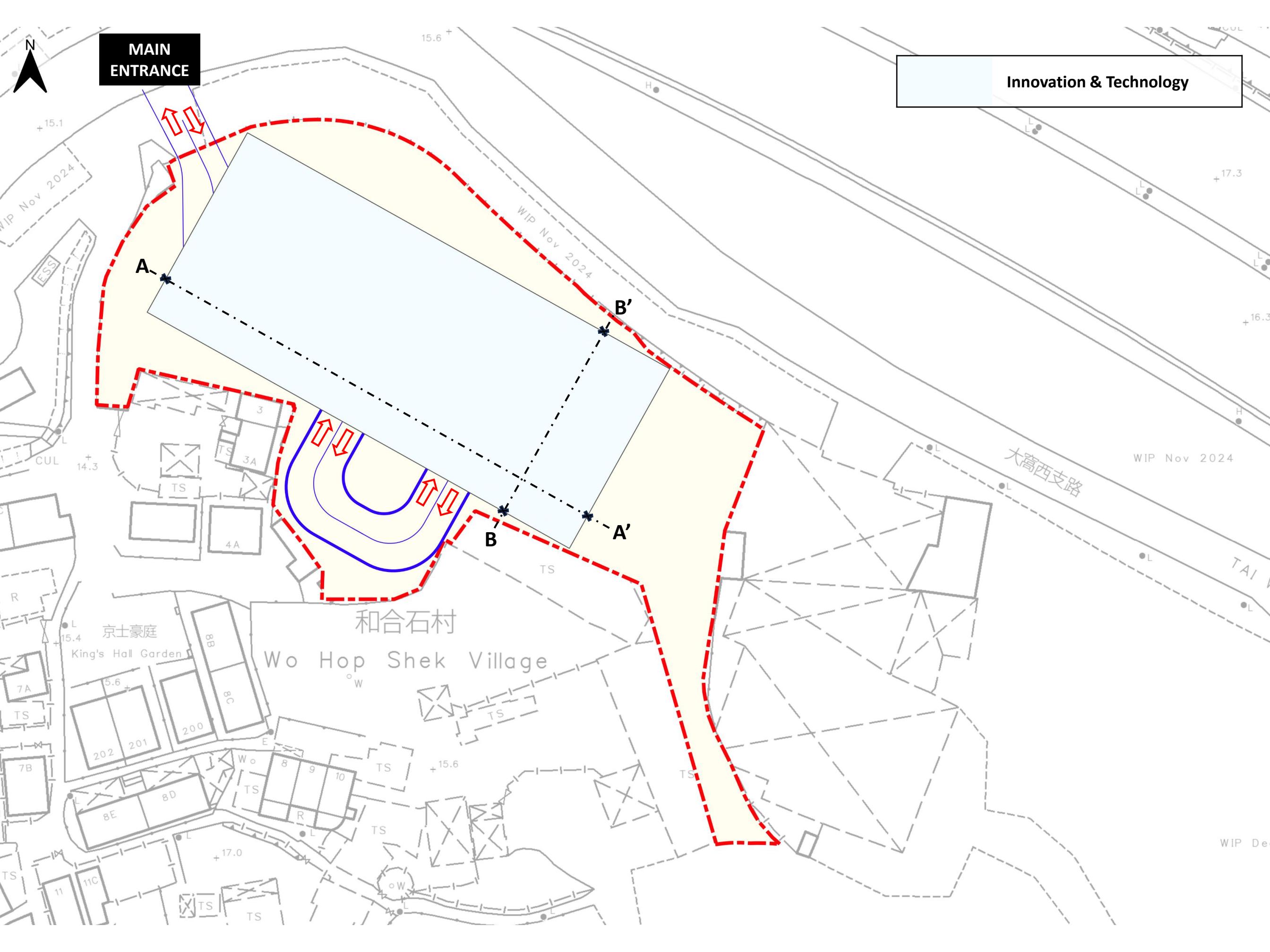
Annex A

Alternative Development Scheme

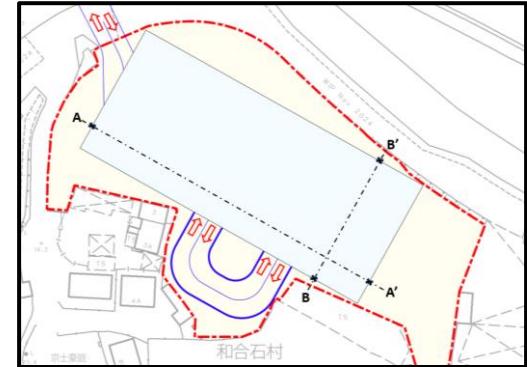


**MAIN
ENTRANCE**

Innovation & Technology




EV Mobility City (Conference / Seminars / Training Course / Administration & Accounting Office)
EV Mobility City (Innovation & Technology)
Ancillary Carpark



		B.L.		B.L.
			+72.25 mPD ▼	
9/F	+66.75 mPD ▼	Conference / Seminars / Training Course / Administration & Accounting Office		
8/F	+61.25 mPD ▼	Research Laboratory		
7/F	+55.75 mPD ▼	Research Laboratory		
6/F	+50.25 mPD ▼	Research Laboratory		
5/F	+44.75 mPD ▼	Pre-delivery Inspection / Research Laboratory		
4/F	+39.25 mPD ▼	Pre-delivery Inspection / Research Laboratory		
3/F	+33.75 mPD ▼	Pre-delivery Inspection / Research Laboratory		
2/F	+28.25 mPD ▼	Training Space/Testing Centre, Battery Charging/ Swapping Station		
1/F	+22.75 mPD ▼	EV Showroom, Workbay, Main Office, Storage/Warehouse		
G/F	+14.75 mPD ▼	EV (Commercial Vehicle) Showroom, Utility, Workshop		
B/F	+9.75 mPD ▼	Ancillary Carpark		

SECTION A-A'

		B.L.		B.L.
			+72.25 mPD ▼	
9/F	+66.75 mPD ▼	Conference / Seminars / Training Course / Administration & Accounting Office		
8/F	+61.25 mPD ▼	Research Laboratory		
7/F	+55.75 mPD ▼	Research Laboratory		
6/F	+50.25 mPD ▼	Research Laboratory		
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G/F	+14.75 mPD ▼	EV (Commercial Vehicle) Showroom, Utility, Workshop		
B/F	+9.75 mPD ▼	Ancillary Carpark		

SECTION B-B'

Alternative Development Proposal

Site Area: 5,480 sqm

PR: 5.0 (ND: 5.0 + D: 0.0)

GFA: 27,400 sqm

BH: 72.25mPD (57.5m)

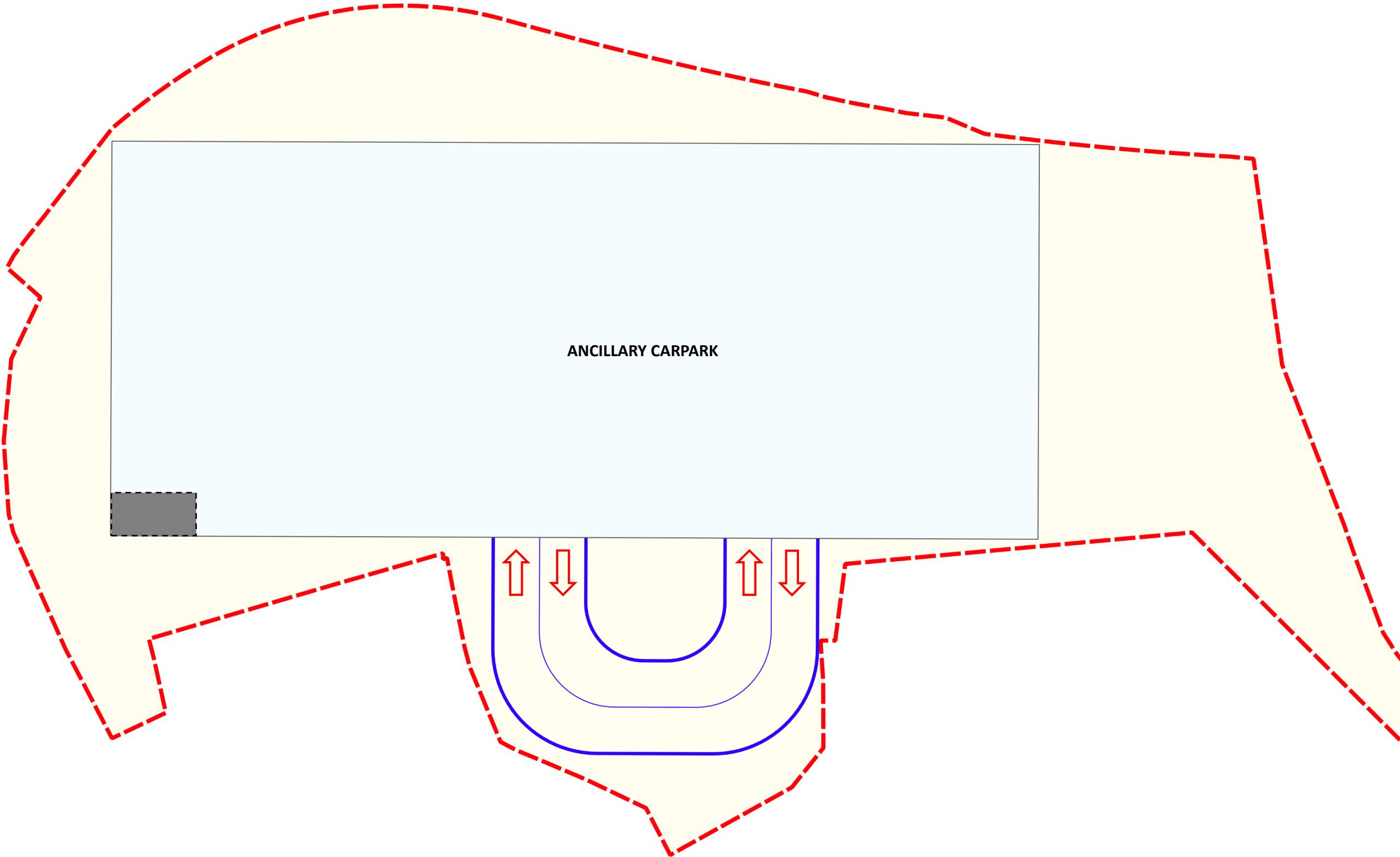
Podium
(PR: 5.0)

Floor	Proposed Uses
B/F - 8/F	Ramp
9/F	Conference / Seminars / Training Course / Administration & Accounting Office
6/F - 8/F	Research Laboratory
3/F - 5/F	Pre-delivery Inspection / Research Laboratory
2/F	Training Space/Testing Centre, Battery Charging/ Swapping Station
1/F	EV Showroom, Workbay, Main Office, Storage/Warehouse
G/F	EV (commercial vehicle) showroom, Utility, Workshop
B/F	Ancillary Carpark

* All figures rounded to the nearest ten



 LIFT LOBBY / LIFT AREA
/ STAIRCASE

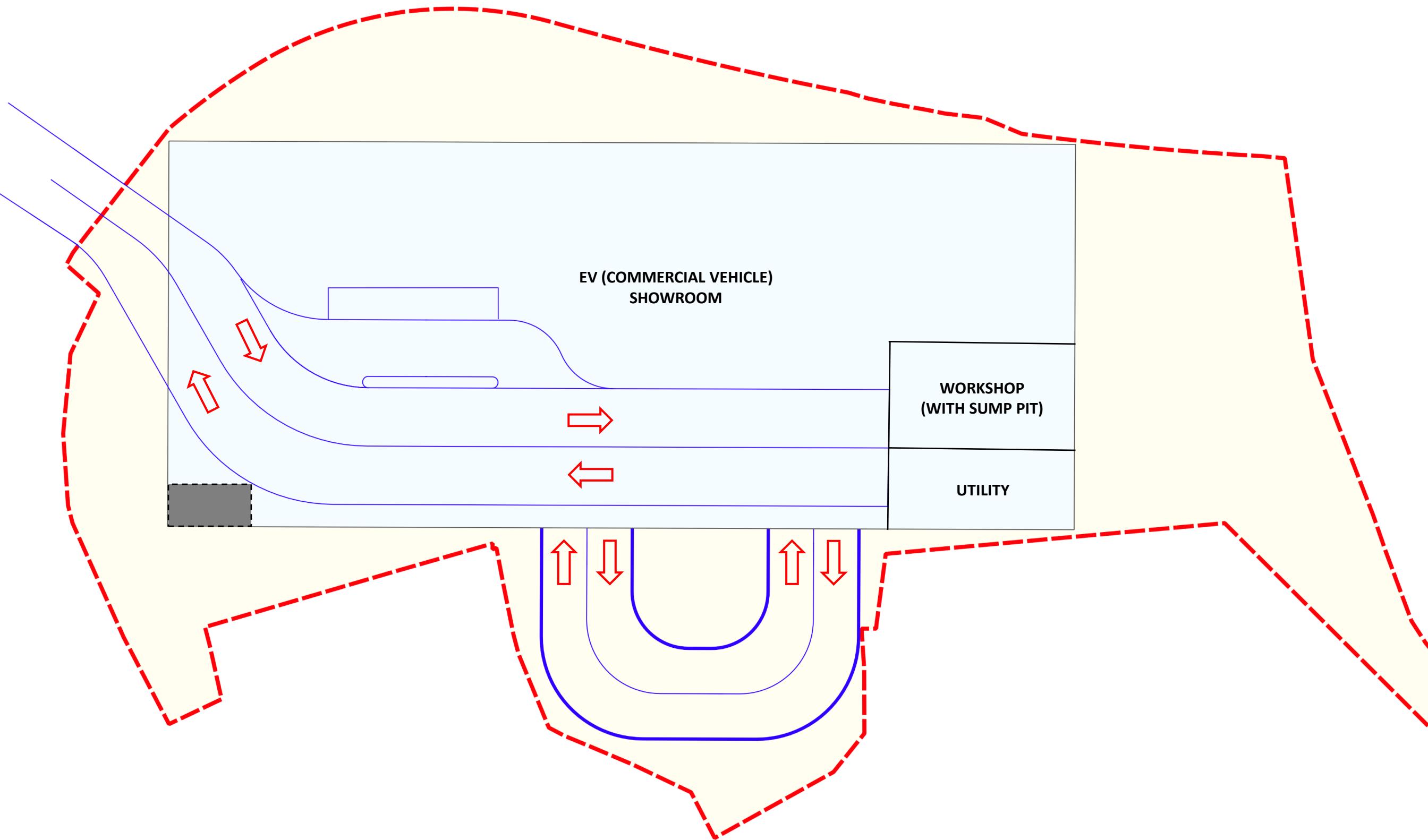


ANCILLARY CARPARK

B/F PLAN



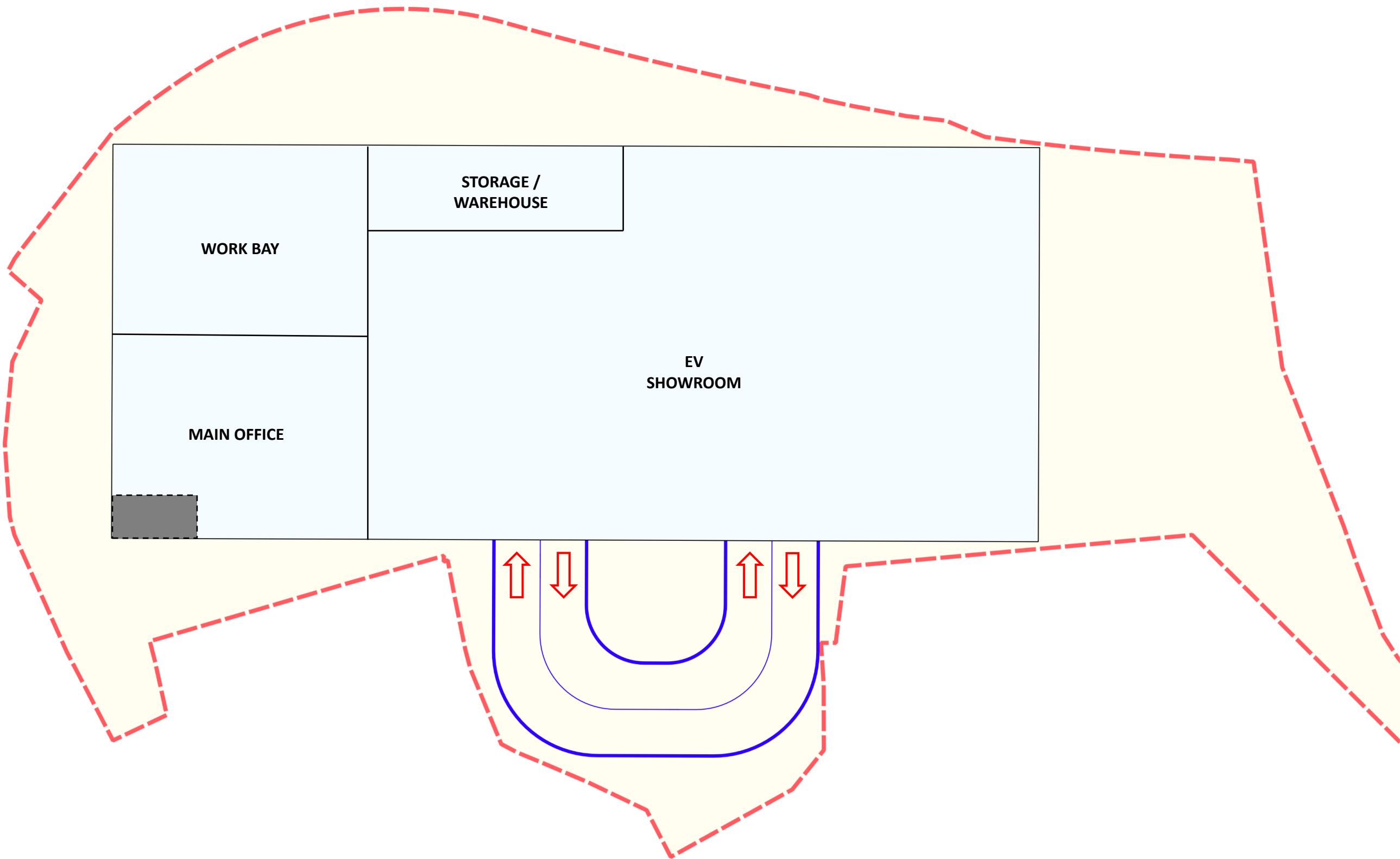
 LIFT LOBBY / LIFT AREA / STAIRCASE



G/F PLAN



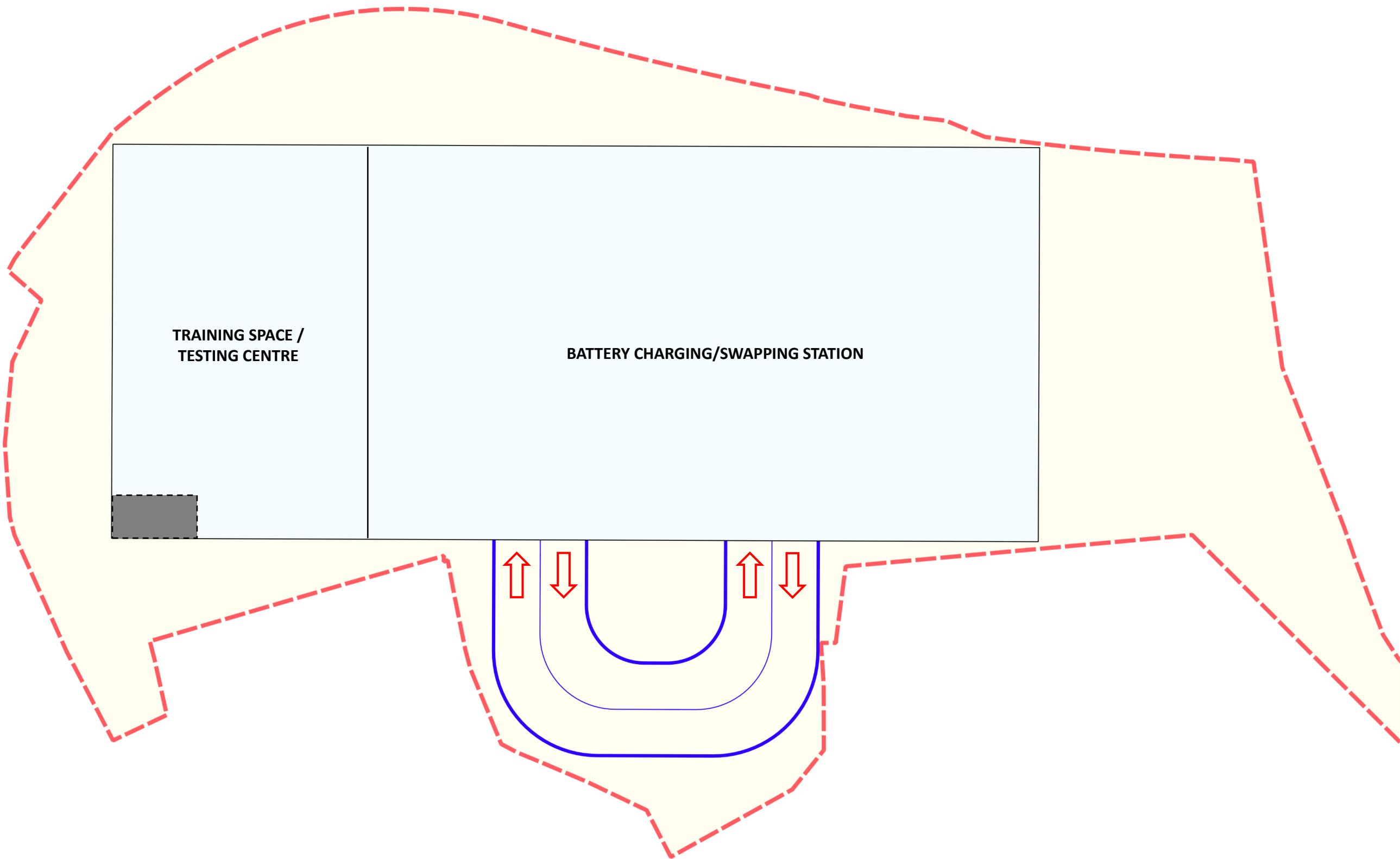
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1/F PLAN



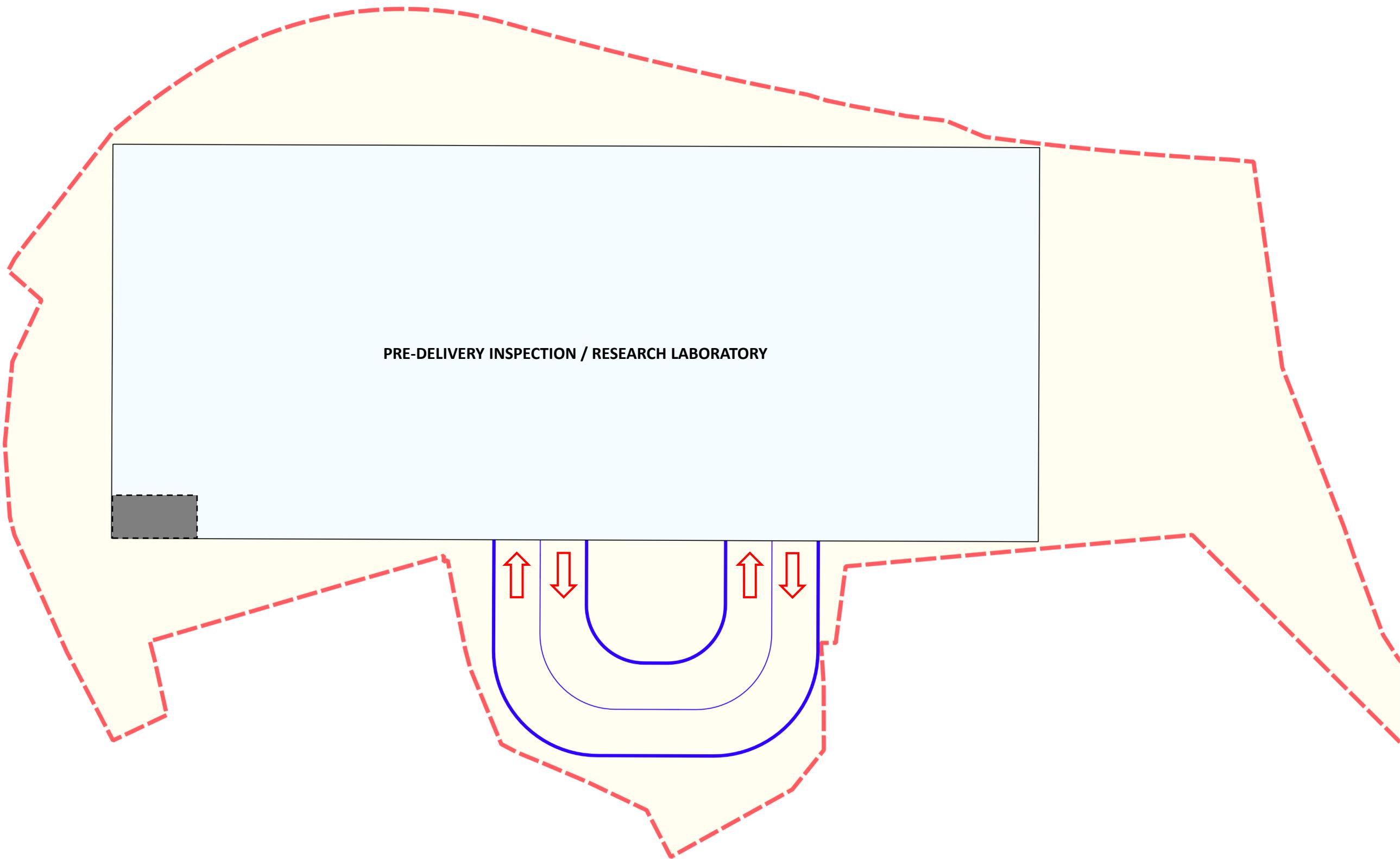
 LIFT LOBBY / LIFT AREA / STAIRCASE



2/F PLAN



 LIFT LOBBY / LIFT AREA
/ STAIRCASE

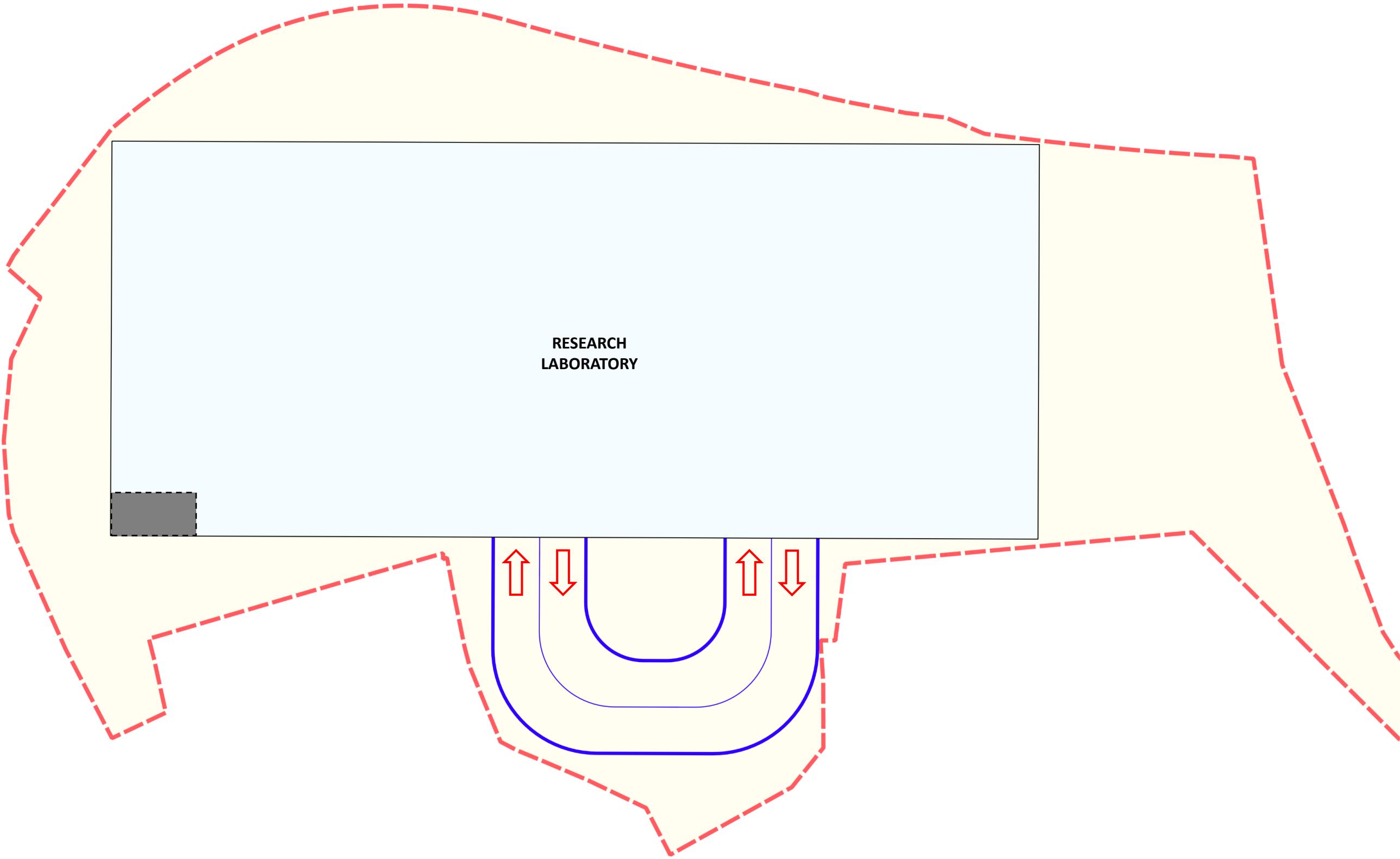


PRE-DELIVERY INSPECTION / RESEARCH LABORATORY

3/F - 5/F PLAN



 LIFT LOBBY / LIFT AREA
/ STAIRCASE

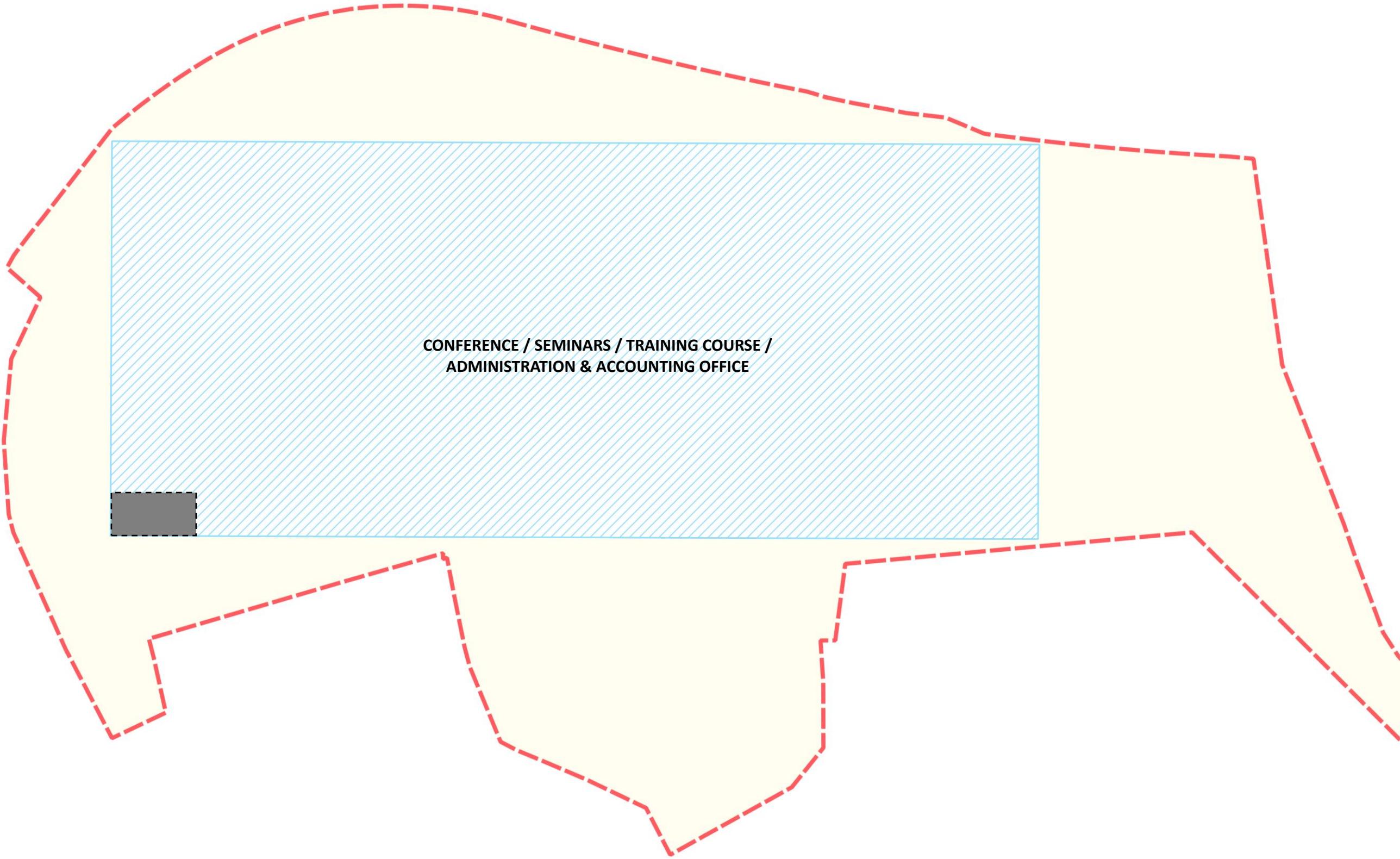


RESEARCH
LABORATORY

6/F - 8/F PLAN



 **LIFT LOBBY / LIFT AREA
/ STAIRCASE**



**CONFERENCE / SEMINARS / TRAINING COURSE /
ADMINISTRATION & ACCOUNTING OFFICE**

**LIFT LOBBY / LIFT AREA
/ STAIRCASE**

9/F PLAN